

Section III. Implementation, Coordination and Schedule

Overview

Implementation of the recommendations in this plan will take serious effort and commitment on the part of District agencies, federal agencies, business leaders, elected officials, bicycling advocates, community groups, and others. This section of the Plan describes the timeline for implementation and the key players necessary for success.

Milestones for Implementation

There are three major milestones for measuring long-term progress on the Plan:

- 1) 50 miles of DC streets will have better Bicycle Level of Service ratings by 2010 and 100 miles will have better Bicycle Level of Service ratings by 2015.
- 2) The proportion of bicycle trips will increase from about 1 percent of all trips in 2000 to at least 3 percent in 2010 and 5 percent of all trips in the District of Columbia by 2015.
- 3) The rate of bicycle collisions with motor vehicles will decrease from 26 reported bike crashes per 1 million bike trips in 2000 to 20 per 1 million in 2010 to 15 per 1 million in 2020.

The implementation table on the following pages provides a general timeframe for achieving the core recommendations (see Table 3).

Table 3. Implementation Timeline, Part 1

Physical Improvements								
Core Recommendation	2005	2006	2007	2008	2009	2010	2015	Total Cost
Recommendation 1.1. Establish signed bicycle routes.	50 miles of bicycle route signs will be in place (including pre-existing routes).	60 miles of signed bicycle routes will be in place.	70 miles of signed bicycle routes will be in place.	80 miles of signed bicycle routes will be in place.	90 miles of signed bicycle routes will be in place.	100 miles of signed bicycle routes will be in place.	150 miles of signed bicycle routes will be in place.	
Cost (assumes 40 miles in place in 2004)	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$80,000	\$170,000
Recommendation 1.2. Provide bicycle lanes.	20 miles of bicycle lanes will be in place.	30 miles of bike lanes will be in place.	40 miles of bike lanes will be in place.	50 miles of bike lanes will be in place.			60 miles of bike lanes will be in place.	
Cost (assumes 10 miles in place in 2004 and that half of the bike lane mileage will be completed as part of road resurfacing projects)	\$50,000	\$50,000	\$50,000	\$50,000			\$50,000	\$250,000
Recommendation 1.3. Complete Metropolitan Branch Trail.	Complete construction of 50% of trail. Complete design of entire trail.	Complete construction of 75% of the trail.	Complete construction of 100% of the trail.					
Cost	\$6,000,000	\$6,000,000	\$6,000,000					\$18,000,000
Recommendation 1.3. Complete Anacostia Trail.	Design Trail	Complete construction of 50% of the trail	Complete construction of 75% of the trail.	Complete construction of 100% of the trail.				
Cost	\$2,000,000	\$7,000,000	\$7,000,000	\$7,000,000				\$23,000,000
Recommendation 1.4. Improve bridge access for bicyclists.	Identify bridges needing better bicycle access.	Improvements at 1 bridge complete.	Improvements at 2 bridges complete.	Improvements at 3 bridges complete.	Improvements at 4 bridges complete.	Improvements at 5 bridges complete.	Improvements at all bridges complete.	
Recommendation 1.5. Provide bicycle parking in public space	500 bicycle parking racks in place.	600 bicycle parking racks in place.	700 bicycle parking racks in place.	800 bicycle parking racks in place.	900 bicycle parking racks in place.	1000 bicycle parking racks in place.	2000 bicycle parking racks in place.	
Cost (assumes 200 racks in place in 2004)	\$100,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$300,000	\$550,000
Recommendation 1.6. Encourage bicycle parking in private space.	Conduct outreach to building owners and garage operators.	Continue outreach and conduct enforcement against non-compliers.	Continue outreach and conduct enforcement against non-compliers.	Continue outreach and conduct enforcement against non-compliers.	Continue outreach and conduct enforcement against non-compliers.	All garage and other off-street parking in compliance.		

Implementation Timeline, Part 2

Policy Recommendations								
Core Recommendation	2005	2006	2007	2008	2009	2010	2015	Total Cost
Recommendation 2.1. Update District of Columbia planning and policy documents to address bicycle accommodation.	Ensure inclusion of bikes in Comprehensive Plan, and Long Range Transportation Plan, and Roadway Design guide.	Update bicycle regulations and laws concerning fines, registration, and courier licensing.	Expand bicycle-related recommendations in Zoning Ordinance, Traffic and Parking Regulations, Open Space and Safety Regulation.				Review and update laws and regulations.	
Cost	\$10,000	\$10,000	\$10,000				\$10,000	\$40,000
Recommendation 2.2. Provide training to District staff and consultants.	Train staff about the Bike Plan and bike planning, design and engineering.		Conduct training.		Conduct training.		Ongoing	
Cost	\$3,000		\$3,000		\$3,000		\$9,000	\$18,000
Recommendation 2.3. Review all District of Columbia projects to ensure they provide bicycle accommodation.	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	
Cost	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000	\$110,000

Implementation Timeline, Part 3

Program Recommendations								
Core Recommendation	2005	2006	2007	2008	2009	2010	2015	Total Cost
Recommendation 3.1. Educate motorists about safe operating behavior around bicyclists.	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	
Cost	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	\$1,100,000
Recommendation 3.2. Educate bicyclists about safe bicycling.	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	
Cost	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$400,000
Recommendation 3.3. Enforce traffic laws related to bicycling.	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	
Cost	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$400,000
Recommendation 3.4. Establish a Youth Bicycle and Pedestrian Safety Education Program.	Launch bike/ped safety classes in 3 schools.	Conduct bike/ped safety classes in 6 schools.	Conduct bike/ped safety classes in 10 schools.	Conduct bike/ped safety classes in 20 schools.	Conduct bike/ped safety classes in 20 schools.	Conduct bike/ped safety classes in 20 schools.	Conduct bike ped safety classes in 20 schools.	
Cost	\$80,000	\$90,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	\$1,070,000
Recommendation 3.5. Distribute the District of Columbia Bicycle Map to a wide audience.	10,000 DC Bike Maps distributed.	20,000 DC Bike Maps distributed (cumulative).	30,000 DC Bike Maps distributed (cumulative). Revise Bike Map	40,000 DC Bike Maps distributed (cumulative).	50,000 DC Bike Maps distributed (cumulative).	100,000 DC Bike Maps distributed (cumulative). Revise bike map.	200,000 DC Bike Maps distributed (cumulative). Revise bike map.	
Cost	\$60,000		\$60,000			\$100,000	\$130,000	\$350,000
Total Cost	\$8,478,000	\$13,355,000	\$13,428,000	\$7,355,000	\$308,000	\$405,000	\$2,129,000	\$45,458,000

Transportation and Land Development Review Process

The District Department of Transportation (DDOT) serves as the lead agency for bicycle transportation in the District. Yet other agencies and organizations both inside and outside District government influence bicycle transportation through transportation and land use development projects and policies. This section lists and describes agencies that address

bicycling issues within the District, and it provides information to foster coordination and cooperation between these groups.

Key Agencies for Bicycling Issues

Implementing bicycle projects and programs within the District requires coordination between many agencies and stakeholders. These groups and their roles are listed in Table 4.

Table 4. Key Agencies for Bicycling Issues

Agency	Bicycle-Related Responsibilities
<i>Federal</i>	
National Park Service-National Capital Region (NPS)	Trails, bicycle access through parks, Mall area improvements
General Services Administration (GSA)	Bike parking and access in federal buildings
National Capital Planning Commission (NCPC)	Long-range vision for DC land use and transportation system
US Commission of Fine Arts (CFA)	Aesthetic approval of major projects
United States Department of Transportation (US DOT)	Funding transportation projects, transportation research
Federal Highway Administration (FHWA), DC Division	Approval of federally funded projects
Architect of the Capitol	Capitol grounds bike access
Union Station Redevelopment Corporation (USRC)	Union Station bike access, bike parking, bike station
<i>Regional</i>	
Washington Metropolitan Area Transit Authority (WMATA)	Bike access to transit, bike-on-bus, bike-on-rail, bike parking
Transportation Planning Board (TPB) at Metropolitan Washington Council of Governments (MWCOC)	Regional bicycle network coordination, federal funding approval, regional bicycle data, Commuter Connections, exchange of technical expertise; Regional transportation facility funding approval

Agency	Bicycle-Related Responsibilities
<i>District of Columbia</i>	
District Department of Transportation (DDOT)	Leadership on Bicycle Master Plan implementation and most transportation projects in the District
DC Office of Planning	Bicycle accommodation in comprehensive planning and neighborhood planning
Department of Public Works (DPW)	Parking enforcement, street cleaning
Zoning Commission	Land use, bicycle parking regulations
Board of Zoning Adjustments (BZA)	Land use, bicycle parking
Deputy Mayor for Planning and Economic Development	Oversight, leadership on bicycle initiatives
Department of Housing and Community Development (DHCD)	Bicycle access and parking in developments
Metropolitan Police Department (MPD)	Motorist education and enforcement, bicyclist education and enforcement
Department of Parks and Recreation (DPR)	Bicycle facilities (trails), safety education and other bike programs
District of Columbia Public Schools (DCPS)	Safety education, Safe Routes to Schools, bike parking
Advisory Neighborhood Commissions (ANCs)	Public input about bicycling issues, maintenance and new facility requests
Business Improvement Districts (BIDs)	Bike parking, bike facility maintenance, input on new projects
Office of Property Management	Bicycle parking in District owned and leased buildings
Department of Motor Vehicles (DMV)	Motorist education and testing
Private developers	Bicycle access and parking in developments

Ongoing Initiatives

Bicycle issues should be included in all federal, regional, and local initiatives planned and implemented in the District. Several ongoing initiatives offer opportunities to improve bicycle transportation facilities. The list below is just a snapshot of initiatives underway in 2004.

District Department of Transportation Initiatives

- Anacostia Gateway
- Anacostia Access

- Brentwood Road
- Brookland Transportation Study
- Columbia Heights—Mount Pleasant
- Connecticut Avenue
- District of Columbia Scenic Byways Program
- Fourth Street, SW
- Friendship Heights
- H Street, NE Corridor
- Klingle Road Implementation
- L'Enfant Promenade Environmental Assessment
- L'Enfant Promenade Urban Planning

- Light Rail System Development
- Maglev Train Service
- Military Road/Missouri Avenue
- Motor Carrier Management and Threat Assessment
- New York Avenue Corridor
- Palisades Traffic Study
- Pennsylvania Avenue, SE Transportation Study
- South Capital Street Corridor
- Takoma Transportation Study
- Tour Bus Management Initiative
- Transit Studies
- K Street Corridor
- Long Range Transportation Plan

Organization of Key Agencies

DDOT, DC Office of Planning, DCDPW, and NPS are key organizations for implementing many recommendations in this Plan. The branches of each of these agencies are described below.

District Department of Transportation

The DDOT Bicycle Program is within the Transportation Policy and Planning Administration (see Figure 1). Other divisions within DDOT must also provide support for bicycling. Project scopes that are developed in all of DDOT's administrations should be reviewed by Bicycle Program Staff to ensure that bicycle needs have been accommodated.

The five administrations of DDOT play a variety of roles that affect a range of bicycle transportation issues. Following are some examples:

Public Space Management Administration (PSMA)

- Permitting bicycle racks in public space

Other District Initiatives

- Anacostia Waterfront Initiative (AWI)
- Downtown Action Agenda Project
- East of the River Project
- Georgia Avenue Revitalization Project
- H Street Corridor Revitalization
- McMillan Reservoir Project
- North of Massachusetts Avenue (NoMA)
- Reservation 13 Draft Master Plan
- Takoma Central District Plan Project
- Kennedy Center Redevelopment
- New York Avenue Corridor
- Anacostia Riverwalk
- Friendship Heights
- Columbia Heights
- Ivy City
- Trinidad
- Carver Terrace
- Poplar Point
- St. Elizabeth's
- Anacostia Gateway
- Minnesota-Benning
- American University, Georgetown University, and George Washington University Campus Plans (DC Office of Planning review)
- City Living, DC Style

Regional Initiatives

- Transit-Oriented Development near Metro stations (WMATA)
- Streetsmart: Pedestrian and Bicycle Safety (MWCOG)

Federal Initiatives

- National Mall Improvement Study (NPS)
- Rock Creek Park General Management Plan

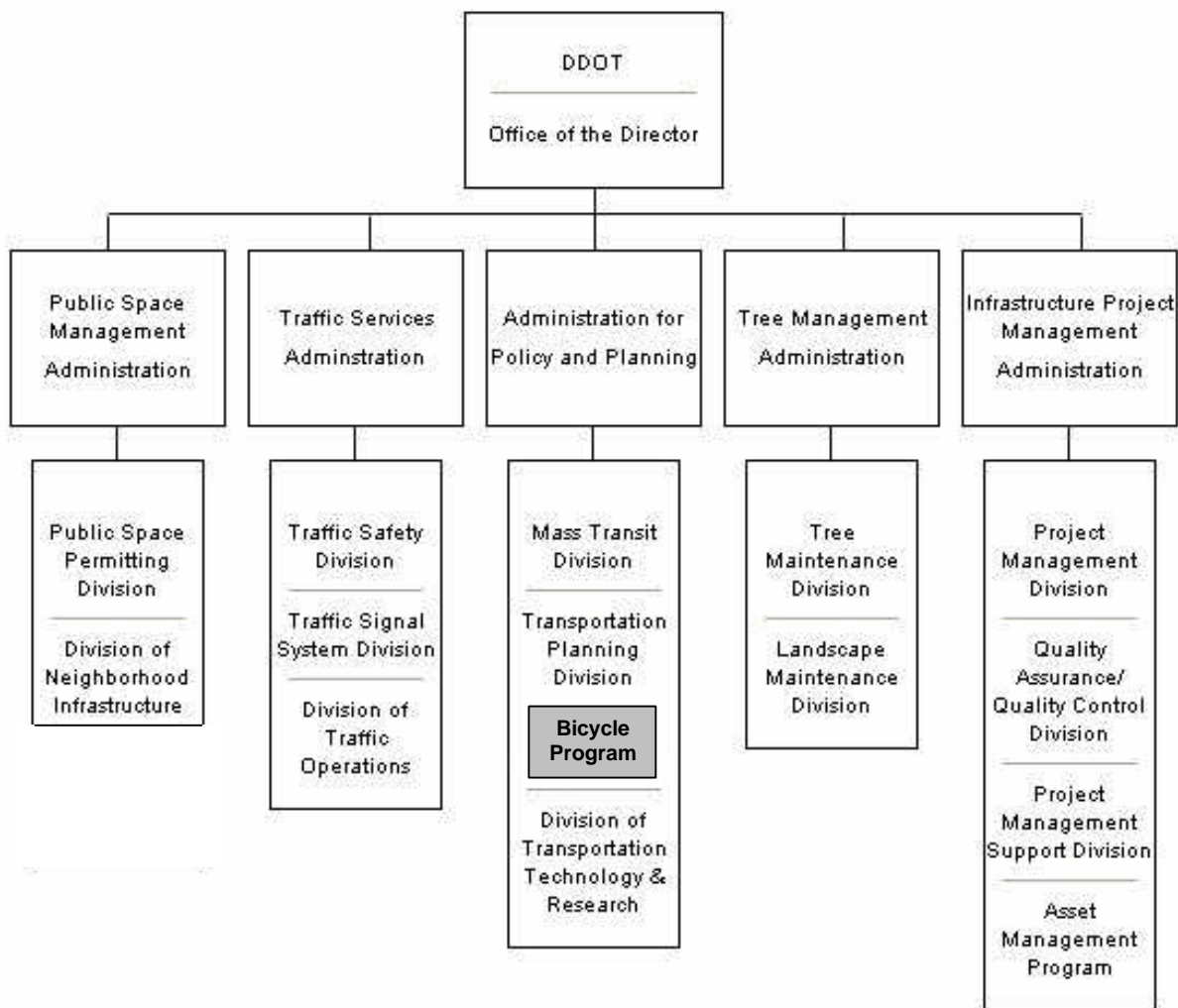


Figure 1. District Department of Transportation Organizational Chart

Traffic Services Administration (TSA)

- On-street parking changes
- Bike lane approval
- Bicycle-friendly signals
- Installing bicycle lanes and signs

Transportation Policy and Planning Administration

- Overall bike plan
- Transportation studies
- Public participation in all eight wards (each ward has a transportation planner)
- Transit program (transit funding and planning, WMATA relations)

Urban Forestry Administration (UFA)

- Tree planting and maintenance

Infrastructure Project Management Administration (IPMA)

- Integration of bikeways into road construction and reconstruction projects
- Technical support for trail design and construction projects
- Trail construction and maintenance

DC Office of Planning

DC Office of Planning plans most land use in the District of Columbia, including economic revitalization and neighborhood planning, and reviews zoning and historic preservation cases. Projects in the DC Office of Planning Long Range Planning Division, Revitalization Division, and Neighborhood Planning Division are likely to have an impact on bicycling in the District. The Bicycle Program Manager should be involved with these planning initiatives. All plans should be reviewed against the Bicycle Master Plan. All eight wards are assigned a planner in DC Office of Planning.

DC Office of Planning has helped create Strategic Neighborhood Action Plans (SNAPs) for each of the city's 39 neighborhood clusters. The SNAPs were released in Fall 2002. These short-term (two-year) plans detail the top priority issues in each neighborhood, as identified by residents working with the neighborhood planners from the Neighborhood Planning Initiative in the Office of Planning. The DC government uses SNAPs to inform and guide decisions on the city budget. DDOT, WABA, and Neighborhood Bicycle Advocates should be involved closely in the SNAP or other neighborhood planning efforts to take advantage of opportunities to extend the bicycle network.

DC Department of Public Works

The DC Department of Public Works (DCDPW) has the following responsibilities:

- Parking enforcement (ticketing and towing vehicles)
- Street cleaning
- Trash collection
- Fleet Management

DDOT should work with DCDPW to ensure that tickets are issued for parking in bike lanes and that bike lanes are cleared of debris and snow.

National Park Service, National Capital Region

Most of DC's bike trails are located in national parks. The National Park Service, National Capital Region consists of six NPS park units, each with their own Superintendent:

- National Capital Parks Central (National Mall)
- National Capital Parks East (Anacostia)
- Rock Creek Park
- C & O Canal National Historical Park
- George Washington Memorial Parkway
- Potomac Heritage National Scenic Trail

Example parks and facilities within these park units include the National Mall, Anacostia Park, Fort DuPont Park, Kenilworth Aquatic Gardens, Rock Creek Park and Trail, Mt. Vernon Trail, C & O Canal Towpath, and the Ft. Circle Parks. Recommendations of this Plan include bicycle access to and through these parks, so it is important for DDOT to work closely with NPS.

Within NPS, the Office of Lands, Resources, & Planning provides support for cultural and natural resource protection; planning, Geographic Information Systems (GIS), and environmental compliance; land acquisition, exchange and transfer; adjacent land use planning; right-of-way and special use permits; legislative proposals; and coordination of memorial proposals and major projects by state and local governments on park land.

The Geographic Information Systems (GIS) Regional Technical Support Center (RTSC) is located at the National Capital Region Office. This office has large amounts of GIS data covering the District of Columbia.

